

Appendix G Bethnal Green Equality Impact Analysis

Section 1: Introduction

Name of proposal
For the purpose of this document, 'proposal' refers to a policy, function, strategy or project
Liveable Streets Changes
Service area and Directorate responsible
Highways and Transport, Place Directorate
Name of completing officer
Mohammed Chibou, Highways and Transport
Approved by (Corporate Director / Divisional Director/ Head of Service)
Date of approval
Click or tap to enter a date.

Conclusion	Current decision rating (see Appendix A)
<p>As a result of performing the EIA, it is evident that for each option there is a risk that disproportionately negatively impacts (as described below) exist to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, this risk may be removed or reduced by implementing the actions detailed within the <i>Impact analysis and action plan</i> section of this document.</p>	<p>Amber</p> <div style="text-align: center; margin-top: 10px;">  </div>

The Equality Act 2010 places a 'General Duty' on all public bodies to have 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between those with 'protected characteristics' and those without them
- Foster good relations between those with 'protected characteristics' and those without them

This Equality Impact Analysis provides evidence for meeting the Council's commitment to equality and the responsibilities outlined above. For more information about the Council's commitment to equality, please visit the Council's [website](#).

Section 2: General information about the proposal

Describe the proposal including the relevance of proposal to the general equality duties and protected characteristics under the Equality Act 2010
Motor vehicle access restrictions and placemaking measures were implemented in the Bethnal Green and Weavers areas as part of the Liveable Streets programme. This programme had the key objectives of improving the look and feel of public spaces;

improving the environment to encourage more walking and cycling; and attempting to reduce through traffic on residential streets. In January 2023, the council ran a public consultation on two options. Option 1 developed by the council to remove most of the Liveable Streets scheme to address a significant number of objections and concerns, raised by residents, businesses, and the emergency services – such as longer journey times, increased emissions/costs, and hindrances to emergency vehicle responses. *Option 2 was to retain the traffic restrictions across the area. Following the public consultation an Option 3 has been developed which seeks to address concerns raised by key internal and external stakeholders and the public consultation.*

Summary of each option:

Option 1: This is the scheme that was referred to as Option 1 in the public consultation.

Old Bethnal Green Road

- Removal of closure on Punderson's Gardens.
- Removal of closure on Teesdale Street.
- Removal of closure on Old Bethnal Green Road.
- Removal of closure on Clarkson Street.
- Removal of closure on Canrobert Street.
- Removal of closures on Pollard Street and Pollard Row.
- Making Old Bethnal Green Rd two way between Pollard Row & Clarkson Street.

Columbia Road Area

- The removal of the closure on the junction of Columbia Road and Gosset Street and Gosset Street and allowing southbound traffic only (amended to allow northbound emergency vehicle access).
- The removal of closures on Quilter Street and the junction of Wellington Row and Barnet Grove.
- Wellington Row would be one way westbound from the junction of Delta Street to the junction with Gosset Street.
- Wellington Row would be one way eastbound from the junction of Delta Street to the junction with Durant Street.
- Barnet Grove one way southbound between the junction of Elwin Street to the junction with Barnet Grove.
- Making one-way sections on Ravenscroft Street (between Ezra Street and Columbia Road) two way
- Making one-way section on Columbia Road (between Chambord Street and Ravenscroft Steet) two-way.

Arnold Circus Area

- Removal of closures at each arm of Arnold Circus.
- Removal of Closure on the junction between Old Nichol Street.

A series of areawide improvements to the public realm to encourage active travel

- Option 1 includes plans to create a network of accessible walking routes across Bethnal Green. Creating this network would make it easier for residents to access important services including doctors' surgeries, shops and public transport.
- The council has identified a first phase of pedestrian improvements under consideration. Pedestrian improvements across the area will include:
 - a) New zebra crossings on Columbia Road, Gosset Street, Ravenscroft Street and Old Bethnal Green Road.

- b) New continuous crossings across the area including where existing physical closures are removed.
- c) Speed calming raised junctions at various locations across the area.

Option 2: Full retention of current scheme with all existing closures introduced by the scheme kept in place.

Option 3: This is an amended version of Option 1 which seeks to address concerns raised by key internal and external stakeholders and the public consultation. The differences are as follows:

Old Bethnal Green Area

- Keep closure on Canrobert Street
- Keep Old Bethnal Green Road one way between Pollard Row and Clarkson Street
- New camera filters on Old Bethnal Green Road junction with Temple Street to operate during peak times (with resident exemption)
- Widen footway on Old Bethnal Green Road between Mansford Street and Pollard Row
- New school street on Pollard Street

Columbia Road Area

- Keep one-way section on Ravenscroft Street (between Ezra Street and Columbia Road)
- New camera filter on Hackney Road junction with Ropley Street to operating Monday to Saturday. Only restricts non-exempt vehicles from turning in from Hackney Road into Ropley Street.

Arnold Circus Area

Four new camera filters on Old Nichol Street and Arnold Circus junction with Calvert Avenue, Navarre Street and Hocker Street restricting night-time non-resident through traffic and associated ASB.

Section 3: Evidence (consideration of data and information)

What evidence do we have which may help us think about the impacts or likely impacts on residents, service users and wider community?

Data was obtained from the following sources:

- 2021 census
- Transport for London's London Travel Data Survey (LTDS)
- Department for Transport's STATS19
- Tower Hamlets Nitrogen Dioxide Diffusion Tube Results.
- Air Quality Action Plan 2022-27
- London Borough of Tower Hamlets LIP3 2018
- 2019.2021 and 2022 traffic counts undertaken by the council
- DfT travel time delay data
- iBus delay data
- TRL Astrid database data (2018-2022)
- Air Quality News - Low-level pushchairs expose babies to 50% more air pollution
- Low-level pushchairs expose babies to 50% more air pollution, study suggests - AirQualityNews
- https://www.london.gov.uk/sites/default/files/who_cares_-_helping_londons_unpaid_carers_by_dr_onkar_sahota_am.pdf

- <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>
- Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)
- <https://democracy.islington.gov.uk/documents/s26001/Appendix%20%20-%20Steer%20Journey%20time%20analysis%20for%20PFS.pdf>
- <https://roadtraffic.dft.gov.uk/local-authorities/93>

General Evidence

2021 Census data was obtained by using the area codes in the scheme area. For the majority, data has been extracted at Output Area level. For some datasets, data is only available at Super Output Area level. For data on gender identity this is only available at Local Authority level. Data has been extracted to the lowest level to achieve greater granularity.

General Evidence

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Traffic Data

The latest junction data collated within the TRL ASTRID database shows the following changes in traffic volumes between December 2019 (before scheme implementation) and 2022 (post scheme implementation):

- Hackney Road / Cambridge Heath Road: Data shows a significant increase in traffic flows with all flows below 5000 in early 2020 compared to nearly all flows close to or exceeding 6000
- Hackney Road / Queensbridge Road: February 2020 flows were concentrated around 2000 in February. These flows were more concentrated around the 2500 level in February 2022
- Bethnal Green Road/Vallance Road: Traffic levels have largely remained the same with some negligible reduction.

Internal roads indicated a combination of increases and decreases in total traffic volumes and mean speeds, with insights below:

- Old Bethnal Green Road: 6% reduction in mean speeds, 67% decrease in total traffic volumes
- Columbia Road: 16% reduction in mean speeds, 48% decrease in total traffic volumes
- Temple Street: 9% reduction in mean speeds, 50% decrease in total traffic volumes
- Virginia Road: 5% reduction in mean speeds, 45% decrease in total traffic volumes
- Swanfield Street (North): 7% reduction in mean speeds, 118% increase in total traffic volumes
- Warner Place: 1% increase in mean speeds, 7% increase in total traffic volumes

Information has additionally been provided from Transport for London regarding the impact no bus journey times on Hackney Road and Bethnal Green Road. Between May 2019 – May 2021 the following impacts were determined:

- Bethnal Green Road: 1-2 minutes slower eastbound
- Hackney Road:
 - From 2-3 up to >3 minutes slower eastbound
 - From 1-2 minutes slower to 2-3 minutes quicker westbound

Air Quality Data (NO2)

NO2 data from within the scheme and boundary roads was collected and compared with similar roads and streets in other parts of the borough. The data showed significant reductions between 2019 and 2022 across the borough, including the roads on the boundary and within Bethnal Green.

Car Ownership data

Car ownership data from the 2021 census for the scheme area shows just under 70% of households have no access to a car. There is a slightly higher proportion of vehicle ownership across the whole borough. Households in Tower Hamlets have the third lowest proportion of car ownership in London behind the boroughs of Camden and Islington.

TS045 - Car or van availability	Scheme Area		Tower Hamlets	London
No cars or vans in household	4463	67.8%	66.4%	42.1%
1 car or van in household	1801	27.4%	28.7%	40.3%
2 cars or vans in household	262	4.0%	4.2%	13.6%
3 or more cars or vans in household	53	0.8%	0.7%	4.0%

1Source: 2021 Census

Age (all age groups)

Census 2021 data indicates that there are fewer younger people living in the scheme area than in the borough as a whole. 16.3% of people in the scheme area are aged 0-14 compared to 17.5% across the borough. 10% of residents in the scheme area are aged 60 and over; this is a higher proportion than the borough average of 8.4%. In 2021, the numbers of children, working age adults and older people in Tower Hamlets have all increased since 2011. The largest proportionate rise is in the working age population (25% increase).

TS007A - Age by five-year age bands	Scheme Area		Tower Hamlets	London
Aged 4 years and under	918	5.5%	6.2%	6.0%
Aged 5 to 9 years	854	5.1%	5.7%	6.0%
Aged 10 to 14 years	968	5.8%	5.6%	6.1%
Aged 15 to 19 years	908	5.4%	5.9%	5.6%
Aged 20 to 24 years	1667	9.9%	10.3%	6.7%
Aged 25 to 29 years	2353	14.0%	14.3%	8.9%
Aged 30 to 34 years	2158	12.9%	13.1%	9.2%
Aged 35 to 39 years	1569	9.4%	9.6%	8.4%
Aged 40 to 44 years	1188	7.1%	7.3%	7.6%
Aged 45 to 49 years	1006	6.0%	5.6%	6.7%
Aged 50 to 54 years	828	4.9%	4.5%	6.5%
Aged 55 to 59 years	683	4.1%	3.5%	5.8%
Aged 60 to 64 years	534	3.2%	2.7%	4.6%
Aged 65 to 69 years	331	2.0%	2.0%	3.5%
Aged 70 to 74 years	277	1.7%	1.4%	3.1%
Aged 75 to 79 years	216	1.3%	0.9%	2.2%
Aged 80 to 84 years	171	1.0%	0.7%	1.6%
Aged 85 years and over	149	0.9%	0.7%	1.6%

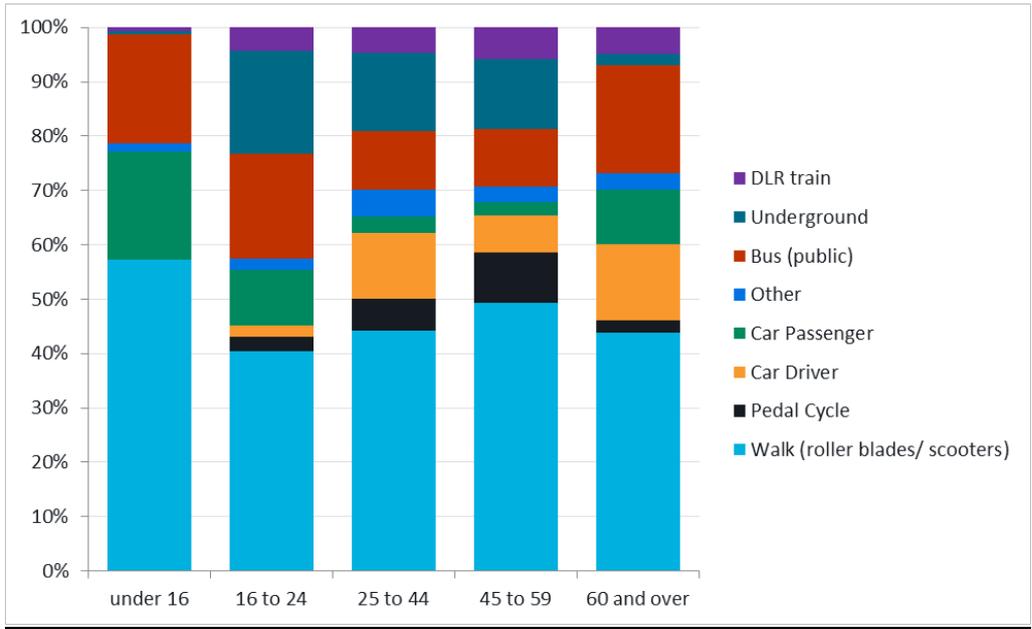
2Source: 2021 Census

Travel Mode Share

Figure 10 shows the mode share of trips made for all purposes by residents in Tower Hamlets by age group, drawn from the LTDS dataset. Those aged 60+ have higher car use than younger age groups with those aged 16 to 24 having the highest rates of Underground use. Mode share for walking is high across all age groups (over 40%) but is particularly high for those aged under 16 (57%). Cycling is most prevalent among those aged 25-44 (6%) and 45-59 (9%).

The travel mode of children has changed considerably over the last twenty years, with fewer children travelling as pedestrians or cyclists. To a large extent, parents determine the mode choice of children. Traffic infrastructure has a significant impact on parental decision-making concerning children's travel mode choice, by affecting both the real and the perceived traffic safety. Real traffic safety can be quantified in terms of numbers of collisions on the street, whilst perceived traffic safety is dependent upon the characteristics of their children and how safe they feel they will be travelling on the highway unsupervised.

Figure 10: Tower Hamlets LTDS Results



Source: LTDS, 2018/19 and 2019/20

Road Safety Data

The age at which residents are most likely to be injured as pedestrians in Tower Hamlets is 10-15 years and 80-84 years as measured in five-year age bands based on 2017 population against the number of average annual casualties per 1000 population (London Borough of Tower Hamlets LIP3).

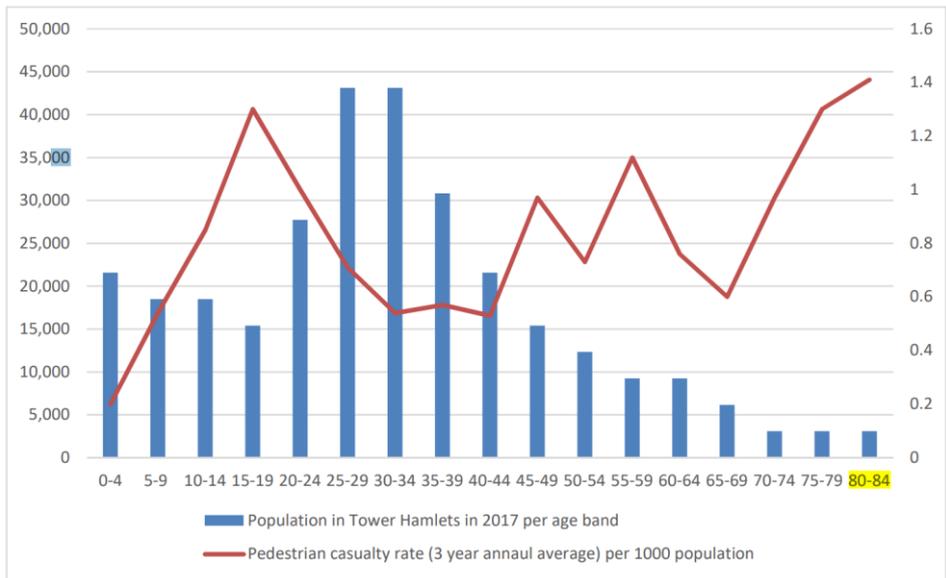


Figure 11: Pedestrian casualty rate (3-year average for 2015, 2016 and 2017) per 1000 population against the number of Tower Hamlets population in five-year age bands (as of 2017).

Childhood Obesity

Data available at ward level only. In Bethnal Green West and Bethnal Green West wards, childhood obesity levels for 4-5-year-olds and 10-11 year olds are notably higher than national levels:

- 13% and 10.6% respectively in 4–5-year-olds compared to the England average of 9.7%
- 25.9% and 22.2% respectively in 10–11-year-olds compared to the England average of 20.4%¹

It is important to encourage physical activity and exercise from a young age because inactive children are likely to become inactive adults, with evidence to show regular physical activity is linked to positive health outcomes². Walking or cycling to school can be a way of incorporating physical activity into daily routines.

(Physical, learning difficulties, mental health and medical conditions)

There are over 7,000 blue badge holders within the borough. The ratio of retired blue badge holders to all blue badge holders in Tower Hamlets is 2.7:1, and 4.7% of the retired population holds a blue badge. There are 1,634 taxicard members within the borough.

General Health (Census 2021)

TS037 - General health	Very good health	Good health	Fair health	Bad health	Very bad health
Scheme Area	8,663	5,351	1,800	721	253
	51.6%	31.9%	10.7%	4.3%	1.5%
London	53.6%	31.8%	10.3%	3.2%	1.0%
Tower Hamlets	53.0%	32.1%	10.0%	3.6%	1.3%

Source: 2021 Census

The proportion of residents living in the scheme area with bad/very bad health is slightly higher than the borough and London average.

Limitation of day-to-day activities

TS038 - Disability	Disabled under the Equality Act: Day-to-day activities limited a lot	Disabled under the Equality Act: Day-to-day activities limited a little	Not disabled under the Equality Act: Has long term physical or mental health condition but day-to-day activities are not limited	Not disabled under the Equality Act: No long term physical or mental health conditions
Scheme Area	1102	1339	866	13466
	6.6%	8.0%	5.2%	80.3%

¹ Public Health England – National Child Measurement Programme, 2017/18 to 2019/20

² <https://www.gosh.nhs.uk/conditions-and-treatments/general-health-advice/leading-active-lifestyle/exercise-children-and-young-people/> accessed August 2022

Tower Hamlets	5.7%	7.3%	4.5%	82.5%
London	5.7%	7.5%	5.2%	81.5%

Source: 2021 Census

There is a slightly higher proportion of people in the scheme area whose day-to-day activities are limited than in the wider borough.

Sex

TS008 - Sex	Female	Male
Scheme Area	8,520	8,258
	50.8%	49.2%
Tower Hamlets	49.8%	50.2%
London	51.5%	48.5%

Source: 2021 Census

There are slightly more females than males in the scheme area which is in contrast to the split in Tower Hamlets. In London, data published by TfL shows women are less likely to drive (35% compared to 45% of men drive once a week) and are less likely to cycle or travel by train, Tube or motorbike. They are also more likely to travel with buggies, which can impact their travel choices.

TfL data also shows cyclists are more likely to be male. The study also found that 87% of women never use cycling as a mode of transport around London (*'Understanding the travel needs of London's diverse communities: Women, April 2012'*). According to the Tower Hamlets Annual Residents Survey (2019), women are less likely to cycle in London due to road safety concerns. Research carried out by TfL in 2014 identified that women make a greater number of journeys per weekday than men. Trips made by women tend to be shorter and completed using different types of transport than journeys made by men.

On average in 2018 across England, women made more journeys by taxi or PHVs compared to men (11 trips per person per year to 10 trips per person per year respectively). However, men travel further distances than women. Most taxi and PHV drivers are male (98%)³.

Gender reassignment

Census 2021 included a question about gender identity. Data for this question is provided at local authority. 0.6% of residents in Tower Hamlets said their gender identity was different from their sex registered at birth. This is broadly comparable to the London average of 0.5%. UK crime data for 2019/20 shows 'transgender identity' accounts for 1% of the hate crimes recorded by British Transport Police and 1.25% of the hate crimes recorded by the Metropolitan Police (it is recognised that that statistics may not include all incidents because not all crimes are reported).

Marriage and civil partnerships

³ Taxi and Private Hire Vehicles Statistics: England 2019

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833569/taxi-and-phv-england-2019.pdf

The proportion of residents in the scheme area that are married is 28.5% and is lower than the borough (32.6%) and London average (39.7%).

TS002 - Legal partnership status	Scheme Area		Tower Hamlets	London
	Married or in a registered civil partnership: Married	3954	28.5%	31.6%
Married or in a registered civil partnership: In a registered civil partnership	70	0.5%	0.4%	0.3%
Separated, but still legally married or still legally in a civil partnership: Separated, but still married	275	2.0%	1.9%	2.3%
Separated, but still legally married or still legally in a civil partnership: Separated, but still in a registered civil partnership	4	0.0%	0.0%	0.0%
Divorced or civil partnership dissolved: Divorced	757	5.5%	5.0%	7.2%
Divorced or civil partnership dissolved: Formerly in a civil partnership now legally dissolved	19	0.1%	0.1%	0.0%
Widowed or surviving civil partnership partner: Widowed	454	3.3%	2.7%	4.2%
Widowed or surviving civil partnership partner: Surviving partner from civil partnership	3	0.0%	0.0%	0.0%
Never married and never registered a civil partnership	8353	60.1%	58.3%	46.2%

Source: 2021 Census

Research from 2019, demonstrates that poverty is twice as high for lone parents and children in lone-parent families, compared to couple families, although lone parents and families with children are both more at risk of transport poverty compared to average⁴.

Religion or philosophical belief

The proportion of people indicating they have no religion, and those declining to state their religion, is higher in the scheme area (31.2%) than the Tower Hamlets and London averages. The proportion of residents who are Muslim in the scheme area is 40% which is slightly higher than the borough average and the proportion of residents in the scheme area who are Christian is 19.4%, lower than the borough average.

TS030 - Religion	Scheme Area		Tower Hamlets	London
	No religion	5233	31.2%	26.6%

Christian	3256	19.4%	22.3%	40.7%
Buddhist	130	0.8%	1.0%	0.9%
Hindu	80	0.5%	2.0%	5.1%
Jewish	122	0.7%	0.4%	1.7%
Muslim	6704	40.0%	39.9%	15.0%
Sikh	50	0.3%	0.3%	1.6%
Other religion	96	0.6%	0.5%	1.0%
Not answered	1109	6.6%	6.9%	7.0%

Source: 2021 Census

Race

There is a slightly higher proportion of Asian, Asian British or Asian Welsh: Bangladeshi in the scheme area than the borough average (35.6% compared to 34.6%). There is also a higher proportion of White: British in the scheme area than in the borough as a whole (27.7% compared to 22.9%).

TS021 - Ethnic group	London	Tower Hamlets	Scheme Area	
Asian, Asian British or Asian Welsh: Bangladeshi	3.7%	34.6%	5,906	35.2%
Asian, Asian British or Asian Welsh: Chinese	1.7%	3.3%	209	1.2%
Asian, Asian British or Asian Welsh: Indian	7.5%	3.3%	206	1.2%
Asian, Asian British or Asian Welsh: Pakistani	3.3%	1.1%	93	0.6%
Asian, Asian British or Asian Welsh: Other Asian	4.6%	2.2%	281	1.7%
Black, Black British, Black Welsh, Caribbean or African: African	7.9%	5.0%	785	4.7%
Black, Black British, Black Welsh, Caribbean or African: Caribbean	3.9%	1.6%	262	1.6%
Black, Black British, Black Welsh, Caribbean or African: Other Black	1.7%	0.8%	84	0.5%
Mixed or Multiple ethnic groups: White and Asian	1.4%	1.4%	250	1.5%
Mixed or Multiple ethnic groups: White and Black African	0.9%	0.7%	117	0.7%
Mixed or Multiple ethnic groups: White and Black Caribbean	1.5%	1.2%	202	1.2%
Mixed or Multiple ethnic groups: Other Mixed or Multiple ethnic groups	1.9%	1.7%	316	1.9%
White: English, Welsh, Scottish, Northern Irish or British	36.8%	22.9%	4,651	27.7%
White: Irish	1.8%	1.1%	257	1.5%
White: Gypsy or Irish Traveller	0.1%	0.0%	2	0.0%
White: Roma	0.4%	0.7%	109	0.6%
White: Other White	14.7%	14.6%	2,443	14.6%
Other ethnic group: Arab	1.6%	1.2%	146	0.9%
Other ethnic group: Any other ethnic group	4.7%	2.7%	454	2.7%

Source: Census 2021

TS021 - Ethnic group	London	Tower Hamlets	Scheme Area	
All other	23.3%	13.8%	1,389	8.3%
Black	13.5%	7.4%	1,131	6.7%
Bangladeshi	3.7%	34.6%	1,906	35.2%
Mixed	5.7%	5.0%	885	5.3%
White Other	17.0%	16.4%	2,811	16.8%
White English, Welsh, Scottish, NI or British	36.8%	22.9%	4,651	27.7%

Source: Census 2021

Ethnic minority residents are more likely to undertake journeys by walking or by public transport than white Londoners, however, they are more likely to be concerned about their personal security and safety than white Londoners, especially at night.

- Ethnic minority Londoners, both adults and children are almost twice as likely as white Londoners to be injured on the roads as a car occupant and reducing this statistic is a priority. Ethnic minority road users also have the highest risk of being a pedestrian casualty. White Londoners are at higher risk with being involved in a cycle collision than other groups of cyclists.
- Ethnic minority Londoners are also less likely than white Londoners to say that they feel safe from road accidents when walking around London, either during the day or at night.

Walking is the most commonly used type of transport by ethnic minority Londoners⁵. Use of cars among ethnic minority Londoners is lower than for white Londoners, with 32% and 43% respectively driving a car at least once a week. Car use is higher among Asian Londoners compared to other minority ethnic groups (38% of Asian Londoners drive a car at least once a week, compared to 25% of black Londoners). In contrast, higher proportions of white Londoners travel by bike, car, black cab, National Rail and motorbike than ethnic minority Londoners.

In England, there are significantly higher rates of incidence of asthma within ethnic minority groups. When subdivided, there are even higher rates of asthma incidence in people in ethnic minority groups born inside the UK than those born outside the UK; second and third generation descendants of South Asian and Afro-Caribbean migrants suffer disproportionately from asthma. Inequalities exist between ethnic groups and asthma registrations in the older age groups. 12.9% of Tower Hamlets' South Asian population over 70 years old have been diagnosed with asthma compared with 8.3% of the white and 5.2% of the black population over 70⁶.

⁵ Understanding the travel needs of London's diverse communities BAME April 2012
<http://content.tfl.gov.uk/BAME.pdf>

⁶ Travel in Tower Hamlets Transport Strategy Evidence Base & Bibliography Annex A, 2019
<https://democracy.towerhamlets.gov.uk/mgConvert2PDF.aspx?ID=160546>

Sexual orientation

According to TfL's 'Travel in London: Understanding our diverse communities' 2019 study, lesbian, gay and bisexual (LGB) people have a similar profile to the general population in terms of barriers to using public transport more frequently. For example, 48% of Londoners identify overcrowding as a barrier compared to 52% of LGB Londoners, and 41% identify cost of travel as a barrier in both groups.

Census 2021 data indicates that the proportion of residents in the scheme area that are straight or heterosexual is 81.2%, lower than the borough and London average of 83.1% and 86.2% respectively.

TS077 - Sexual orientation	Scheme Area		Tower Hamlets	London
Straight or Heterosexual	62,336	81.2%	83.1%	86.2%
Gay or Lesbian	3,729	4.9%	4.0%	2.2%
Bisexual	2,417	3.1%	2.5%	2.0%
All other sexual orientations	566	0.7%	0.7%	0.4%
Not answered	7,711	10.0%	9.8%	9.5%

Source: 2021 Census

Pregnancy and Maternity

There is no Census 2021 data relating to this protected characteristic. Data from the Office for National Statistics⁷ shows that the conception rate across the borough as a whole was 62.8 per 1,000 women, which is below the London rate of 76.2 per 1,000 women. Data are not available at the ward level.

There is little evidence to draw upon about pregnancy and maternity in terms of transport and public realm. Looking beyond the UK, research published by the US Federal Transit Administration considered the challenges experienced by pregnant women using public transport⁸. Although this study is focused on public transport, its wider findings help to illustrate how streets and public realm pose challenges to pregnant women or people on maternity leave. Included in the findings are that unsafe footways and crossings pose a particular challenge to, that safety and security are critical concerns and that pregnant women may incur higher transport costs than other people because they make more trips due their role as a carer or make more expensive trips to address concerns about safety and security.

Parents/ Carers

The data below shows the proportion of unpaid carers in the scheme area, in Tower Hamlets and in London. The proportion of carers in the scheme area is equivalent to the borough average, and slightly lower than the London average.

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<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/conceptionandfertilityrates/datasets/conceptionstatisticsenglandandwalesreferencetables>

⁸ <https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-02/FTA-Report-No-0211.pdf>

TS039 - Provision of unpaid care	Scheme Area		Tower Hamlets	London
Provides no unpaid care	14861	93.7%	93.6%	92.8%
Provides 19 hours or less unpaid care a week	430	2.7%	2.8%	3.6%
Provides 20 to 49 hours unpaid care a week	254	1.6%	1.8%	1.7%
Provides 50 or more hours unpaid care a week	320	2.0%	1.8%	2.0%

Source: 2021 Census

The National Travel Survey (2019) suggests that one barrier preventing children walking to school is their parents not allowing them. A further study suggests parents might be less likely to cycle with their children due to perceived road safety risks, and as a result may opt to drive short journeys that could otherwise be walked or cycled⁹.

Gender Identity

In 2021 the Census included a question on gender identity. Lowest level data for this gender identity is at local authority level. There is a slightly lower proportion of Tower Hamlets residents whose gender is the same as registered at birth than the London average – 90.7% compared to 91.2%.

TS078 - Gender identity	Tower Hamlets	London
Gender identity the same as sex registered at birth	90.7%	91.2%
Gender identity different from sex registered at birth but no specific identity given	0.6%	0.5%
Trans woman	0.1%	0.2%
Trans man	0.1%	0.2%
All other gender identities	0.2%	0.1%
Not answered	8.3%	7.9%

Source: 2021 Census

Data is not available about mode choice preferences or other travel behaviours disaggregated by gender identity.

Socio-economic

The table below shows a comparison of levels of household deprivation in the scheme area to deprivation in Tower Hamlets and more widely across London. The four dimensions of deprivation measured are **Employment, Education, Health & disability,** and **Housing**. The data shows that deprivation, specifically severe deprivation (i.e. in more than one dimension)

⁹ BMC Public Health 2018 Understanding child and parent perceptions of barriers influencing children's active school travel
<https://bmcpublihealth.biomedcentral.com/track/pdf/10.1186/s12889-018-5874-y.pdf>
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is slightly higher in the project area than in Tower Hamlets as a whole, and in turn much higher than in London. For example, 7.2% of households in the scheme area are deprived in three different dimensions compared to 5.9% Tower Hamlets average and 4.3% in London overall.

TS011 - Households by deprivation dimensions	Household is not deprived in any dimension	Household is deprived in one dimension	Household is deprived in two dimensions	Household is deprived in three dimensions	Household is deprived in four dimensions
Scheme Area	43.1%	32.1%	16.9%	7.2%	0.7%
Tower Hamlets	46.4%	31.8%	15.5%	5.9%	0.4%
London	48.1%	32.9%	14.4%	4.3%	0.4%

Source: 2021 Census

At the time of the 2021 Census, 57.9% of working age residents in the scheme area were employed. This is lower than the borough overall (58.7%), and less than London (59.4%). There is a higher percentage of residents who are economically inactive due to long term sickness or disability in the scheme area compared to Tower Hamlets and London averages. There is a higher percentage of retired residents in the scheme area compared to the borough average.

TS066 - Economic activity status	Scheme Area		Tower Hamlets	London
Economically active (excluding full-time students): In employment	8,037	57.9%	58.7%	59.4%
Economically active (excluding full-time students): Unemployed	689	5.0%	4.7%	4.1%
Economically active and a full-time student: In employment	354	2.6%	2.7%	2.0%
Economically active and a full-time student: Unemployed	165	1.2%	1.3%	0.7%
Economically inactive: Retired	949	6.8%	5.8%	12.9%
Economically inactive: Student	1,162	8.4%	9.6%	7.2%
Economically inactive: Looking after home or family	1,162	8.4%	8.4%	6.0%
Economically inactive: Long-term sick or disabled	683	4.9%	4.0%	3.6%
Economically inactive: Other	676	4.9%	4.7%	4.1%

Source: 2021 Census

There is an established link between poor health due to air pollution and socio-economic deprivation. Respiratory disease rates are strongly influenced by social deprivation and health inequalities – in 2012, asthma rates in the UK were 36% higher in the most deprived

communities than in the least deprived¹⁰. Nationally, people living in disadvantaged areas are more likely to live in hazardous environments due to high volumes of fast-moving traffic. Young people (11 to 15) from disadvantaged areas are more likely to be injured in traffic collisions than those living in higher income urban areas¹¹.

¹⁰ Asthma UK, On the Edge: How inequality affects people with asthma 2018

<https://www.asthma.org.uk/support-us/campaigns/publications/inequality/>

¹¹ Inequalities in Mobility and Access in the UK Transport System (Government Office for Science) -

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/784685/future_of_mobility_access.pdf

Section 4: Assessing the impacts on different groups and service delivery

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Protected		
<p>Age (All age groups)</p>	<p>Option 1: Neutral for Older people</p> <p>Negative for younger people</p> <p>Option 2: Neutral for Older people</p> <p>Positive for younger people</p> <p>Option 3: Neutral for Older people</p>	<p>Traffic data indicates a combination of increases and decreases in total traffic volumes in the scheme areas resulting from the Liveable Street scheme. It is estimated Option 1 would increase traffic flows lower to pre-scheme levels and Option 3 would re-introduce traffic levels which are a much smaller fraction of pre-scheme levels due to the retention the one-way system on Old Bethnal green Road and time restricted camera filters.</p> <p>Census 2021 data indicates that 10% of residents in the scheme area are aged 60 and over; this is a slightly higher proportion than the borough average of 8.4%.</p> <p><u>Option 1 – Remove closures</u></p> <p><u>Older people</u></p> <p>Potential positive impacts for older people</p> <ul style="list-style-type: none"> Older people may be more likely to use private cars and taxi services. A larger percentage of over 60s drive than any other age group in Tower Hamlets. Older people are more likely to use private cars, taxi, have a Blue Badge for age-related disabilities or Dial-a-Ride services for door-to-door journeys. They are also more likely to rely on family members or friends for travel support e.g. to access daily care or ferrying to medical appointments. Reinstating through-traffic could benefit older people through better travel opportunities by car across the local area. Feedback from residents and other road users has suggested that traffic restrictions has resulted in longer routes for diverted traffic and more traffic on roads outside of the Liveable Streets area. A reduction in congestion and the displacement of motor traffic onto main roads could potentially improve conditions for older people in the following ways: <ul style="list-style-type: none"> Bus journey times (older people are more likely to use bus services than other age groups)

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
	Negative for younger people	<ul style="list-style-type: none"> • Concerns have been raised about arrival speed of ambulances which older people are likely to need more than residents in other age groups. The removal of any hard physical closures and reinstatement of routes that allow unhindered emergency vehicle access could positively impact response times to the most critically ill people. • Longer routes and time taken to navigate Liveable Streets areas may have a negative impact on the willingness of private hire vehicles from picking up residents in those areas. Removal of closures may result older residents whose day-to-day activities were limited due to a health problem or disability being more independent and mobile. <p>Potential negative impacts for older people</p> <ul style="list-style-type: none"> • The age at which residents are most likely to be injured as pedestrians in Tower Hamlets is 10-15 years and 80-84 years as measured in five-year age bands based on 2017 population against the number of average annual casualties per 1000 population. (Source Transport Strategy evidence base LBTH LIP3). Increasing the amount of motor traffic on some roads in the area may increase the risk of collision between motor vehicles and people. This could increase levels of risk for older people particularly at crossing points across the area both. • Increased traffic levels through the Bethnal Green area could cause additional challenges for older people whose day-to-day activities were limited due to a health problem or disability in comparison to other age groups, for example because it becomes more difficult to cross the road (people have to walk further to find a signalised or safe crossing point and have to wait for signals to change). There may be a negative impact on older people using streets where vehicle traffic volumes would increase. • Older people may be less confident walking or cycling as a result of increased traffic, reducing opportunities for regular exercise which is important for health and wellbeing. • Reopening streets to through-traffic will lead to an increase in traffic volumes and air pollution on road that saw reduced traffic as a result of the traffic restrictions. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough. Air pollution is to increase slightly where traffic will increase as a result of the removal of closures. Older people may be disproportionately affected by poor air quality, exacerbating certain health conditions.

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><u>Young people & children</u></p> <p>Census 2021 data indicates that there are a slightly lower proportion of younger people living in the scheme area than in the borough as a whole. 16.3% of people in the scheme area are aged 0-14 compared to 17.5% across the borough.</p> <p>Potential positive impacts for younger people</p> <ul style="list-style-type: none"> • Some young people are driven as passengers, and as such the proposals could reduce their journey times. Those relying on bus services to access education and employment opportunities may also see improved journey times and reliability of their journeys on roads on the periphery of the scheme area where congestion may be reduced by reducing reliance on Hackney Road for access. • Removing the measures will have a disproportionately positive impact on younger people using streets where traffic will decrease such as Swanfield Street and Hackney Road through reduced road danger and air pollution. <p>Potential negative impacts for younger people</p> <ul style="list-style-type: none"> • Removing the measures may have a disproportionately negative impact on younger people using streets where traffic will increase through increased road danger and air pollution as a result of more motor traffic using the streets. • The reintroduction of through traffic may discourage young people from walking and cycling in the scheme area, reducing the amount of daily exercise that they take. • Reopening streets to through-traffic may lead to an increase in traffic volumes and therefore air pollution on certain roads. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough. <p><u>Option 2 – Retain the scheme</u></p> <p><u>Older people</u></p> <p>Potential positive impacts for older people</p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<ul style="list-style-type: none"> • The scheme has reduced traffic levels and therefore reduced the risk of collisions between motor vehicles and people particularly at crossing points in the area. • Reduced traffic would give older people more confidence older people to walk or cycle increasing opportunities for regular exercise which is important for health and wellbeing. • Air quality has improved on roads where traffic volume had reduced as a result of the traffic restrictions. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough. Air pollution is to increase slightly where traffic will increase. <p>Potential negative impacts for older people</p> <ul style="list-style-type: none"> • The scheme has disproportionately impacted older people who are dependent on car travel. A larger percentage of over 60s drive than any other age group in Tower Hamlets. Older people are more likely to use private cars, taxi, have a Blue Badge for age-related disabilities or Dial-a-Ride services for door-to-door journeys. They are also more likely to rely on family members or friends for travel support e.g. to access daily care or ferrying to medical appointments. Feedback from residents and other road users has suggested that traffic restrictions have resulted in longer routes for diverted traffic and more traffic on roads outside of the scheme area. Retaining the scheme would mean access for private cars and taxi services remain dependent on convoluted routes. • Increased congestion and displaced traffic would remain in parts of the area. These would present issues for older people in the following ways: <ul style="list-style-type: none"> • Bus journey times (older people are more likely to use bus services than other age groups). • Concerns have been raised about arrival speed of ambulances which older people are likely to need more than residents in other age groups. The removal of any hard physical closures and reinstatement of routes that allow unhindered emergency vehicle access could positively impact response times to the most critically ill people. • Longer routes and time taken to navigate Liveable Streets areas may have a negative impact on the willingness of private hire vehicles from picking up residents in those areas. Removal of closures may result older residents whose day-to-day activities were limited due to a health problem or disability being more independent and mobile.

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><u>Young people & children</u></p> <p>Census 2021 data indicates that there are a slightly lower proportion of younger people living in the scheme area than in the borough as a whole. 16.3% of people in the scheme area are aged 0-14 compared to 17.5% across the borough.</p> <p>Potential positive impacts for younger people</p> <ul style="list-style-type: none"> • The reduced traffic levels for a majority of the scheme area have reduce road danger. • The lower traffic levels young people from walking and cycling in the scheme area, reducing the amount of daily exercise that they take. • Reopening streets to through-traffic may lead to an increase in traffic volumes and therefore air pollution on roads where traffic volume had reduced as a result of the traffic restrictions. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough which have not had road closures. <p>Potential negative impacts for younger people</p> <ul style="list-style-type: none"> • A proportion of young people are driven as passengers, and as such the proposals could reduce their journey times. Those relying on bus services to access education and employment opportunities may also see improved journey times and reliability of their journeys on roads on the periphery of the scheme area where congestion may be reduced by allowing through-traffic to return. • Removing the measures will have a positive impact on younger people using streets where traffic will decrease such as Swanfield Street and Hackney Road through reduced road danger and air pollution. <p><u>Option 3 – alternative proposal</u></p> <p>Potential negative impacts for older people</p> <p>The positive impacts for older people of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p>Potential negative impacts for older people</p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>The negative impacts for older people of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><u>Young people & children</u></p> <p>Potential negative impacts for younger people</p> <p>The positive impacts for younger people of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p>Potential negative impacts for older people</p> <p>The negative impacts for younger people of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 'Impact analysis and action plan'</i></p>
<p>Disability (Physical, learning difficulties, mental health and medical conditions)</p>	<p>Option 1/2/3: Neutral</p>	<p>Traffic data indicates a combination of increases and decreases in total traffic volumes in the scheme areas resulting from the Liveable Street scheme. Option 1 would increase traffic flows close to pre-scheme levels and Option 3 would re-introduce traffic levels which are a small fraction of pre-scheme levels due to the retention the one-way system on Old Bethnal green Road and time restricted camera filters.</p> <p>In 2021 the census asked about residents' general health and limitation of day-to-day activities. Census 2021 data indicates that 5.8% of residents in the scheme area have bad or very bad health. There is a slightly higher proportion of people in the scheme area whose day-to-day activities are limited than in the wider borough.</p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><u>Option 1 – Remove closures</u></p> <p>Potential positive impacts</p> <ul style="list-style-type: none"> • Disabled people are more likely than non-disabled people to rely upon family members or friends for daily care¹². The 2011 Census indicates that over 687,000 Londoners spend at least an hour a week caring for someone – equivalent to 8.5% of the population. The removal of the modal filters may disproportionately positively impact disabled people (especially those who have mobility issues via the potential reduction journey times and/or distance for carers who visit the area in a private car. This may allow carers to attend more regularly or reduce delays. • The existing restrictions may have negatively impacted journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore need to make use of door-to-door transport services such as private cars. Increased journey times may have led to further discomfort and anxiety for some disabled people, and ultimately may have had a detrimental impact on their mental or physical health. The reintroduction of through-traffic is likely to benefit these people, with shortened journey times/distances. • Concerns have been raised about congestion due to reduced displacement of motor traffic onto main roads negatively impacting on arrival speed of ambulances which older people are likely to need more than residents in other age groups. The removal of any hard physical closures and reinstatement of routes that allow unhindered emergency vehicle access could positively impact response times to the most critically ill people.

¹² [https://www.london.gov.uk/sites/default/files/who_cares - helping londons unpaid carers by dr onkar sahot a_m.pdf](https://www.london.gov.uk/sites/default/files/who_cares_-_helping_londons_unpaid_carers_by_dr_onkar_sahota_am.pdf)

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<ul style="list-style-type: none"> Concern has been raised by road users, particularly those taxi/uber drivers about lengthier routes, more congestion on roads outside of the scheme, impacting on the time taken to navigate Liveable Streets areas. This may lead to less private hire vehicles willing to pick up from residents within these schemes. Opening up the roads may result residents whose day-to-day activities were limited due to a health problem or disability being more independent and mobile. It will likely result in a reduction in the amount of money spent on private hire vehicles for these residents going about their daily life, particularly to hospital appointments. Research undertaken by TfL indicates that disabled Londoners are less likely to walk regularly. 84% of disabled Londoners reported that their disability limits their ability to travel, reflecting that disabled Londoners travel less often than non-disabled Londoners (1.9 compared with 2.4 trips on an average weekday). The proposal to open streets to make it easier to get around by car or taxi may result in people with disabilities becoming more independent. As part of the first stage consultation, respondents were asked to state if their day-to-day activities were limited due to a health problem or disability. For the Old Bethnal Green Road area consultation 124 respondents stated that their day-to-day activities were limited due to a health problem or disability. Analysis of these responses showed most respondents with disabilities had support for the removal of closures (66%). For the first stage Weavers consultation 168 respondents stated that their day-to-day activities were limited due to a health problem or disability. Analysis of these responses showed most respondents with disabilities had support for the removal of closures (63%). <p>Potential negative impacts</p> <ul style="list-style-type: none"> It is recognised that certain impairments may mean disabled people are more at risk of road danger, noise and pollution. Mobility impairment or mental health issues increase the challenge of day-to-day activities such as travelling. For people with mobility impairments, increased vehicle traffic on roads previously closed to through-traffic may disproportionately reduce their confidence in walking, cycling, using mobility aids and accessing public transport in the scheme area. The reintroduction of through-traffic could particularly impact blind and partially sighted people for whom walking is the primary mode of travel, by increasing road danger in the area. Reopening streets to through-traffic may lead to an increase in traffic volumes and therefore air pollution on roads where traffic volume had reduced as a result of the traffic restrictions. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>19.23% for comparable locations in other parts of the borough which have not had road closures.</p> <p><u>Option 2 – Retain the scheme</u></p> <p>Potential positive impacts</p> <ul style="list-style-type: none"> • Mobility impairment or mental health issues increase the challenge of day-to-day activities such as travelling. For people with mobility impairments, the decrease in vehicle traffic has increased confidence in walking, cycling, using mobility aids and accessing public transport in the scheme area. • The reduction in traffic has had a positive impact on partially sighted people for whom walking is the primary mode of travel, by increasing road danger in the area. <p>Potential negative impacts</p> <ul style="list-style-type: none"> • Disabled people are more likely than non-disabled people to rely upon family members or friends for daily care¹³. The 2011 Census indicates that over 687,000 Londoners spend at least an hour a week caring for someone – equivalent to 8.5% of the population. The closures may disproportionately positively impact disabled people (especially those who have mobility issues via the potential reduction journey times and/or distance for carers who visit the area in a private car. This may allow carers to attend more regularly or reduce delays. • The existing restrictions may have negatively impacted journey times for those with mobility impairments who may find it more difficult to walk or cycle, and therefore need to make use of door-to-door transport services

¹³ https://www.london.gov.uk/sites/default/files/who_cares_-_helping_londons_unpaid_carers_by_dr_onkar_sahota_am.pdf

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>such as private cars. Increased journey times may have led to further discomfort and anxiety for some disabled people, and ultimately may have had a detrimental impact on their mental or physical health.</p> <ul style="list-style-type: none"> • The retention of physical closures will continue to hinder emergency vehicle access. This will negatively impact response times to the most critically ill people. • Concern has been raised by road users, particularly those taxi/uber drivers about lengthier routes, more congestion on roads outside of the scheme, impacting on the time taken to navigate Liveable Streets areas. This may lead to less private hire vehicles willing to pick up from residents within these schemes. Opening up the roads may result residents whose day-to-day activities were limited due to a health problem or disability being more independent and mobile. • Research undertaken by TfL indicates that disabled Londoners are less likely to walk regularly. 84% of disabled Londoners reported that their disability limits their ability to travel, reflecting that disabled Londoners travel less often than non-disabled Londoners (1.9 compared with 2.4 trips on an average weekday). The scheme has made it more difficult to get around by car or taxi may result in people with disabilities becoming more independent. <p><u>Option 3 – alternative proposal</u></p> <p>Potential positive impacts</p> <p>The positive impacts for disabled people of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p>Potential negative impacts</p> <p>The negative impacts for disabled people of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 ‘Impact analysis and action plan’</i></p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Sex	Option 1/2/3: Neutral	<p>Traffic data indicates a combination of increases and decreases in total traffic volumes in the scheme areas resulting from the Liveable Street scheme. Option 1 would increase traffic flows close to pre-scheme levels and Option 3 would re-introduce traffic levels which are a small fraction of pre-scheme levels due to the retention the one-way system on Old Bethnal green Road and time restricted camera filters.</p> <p>Research carried out by TfL in 2014 identified that women make a greater number of journeys per weekday than men. Trips made by women tend to be shorter and completed using different types of transport than journeys made by men. The proposals aim to provide an environment which feels less threatening to all users by improving road safety, public spaces and walking and cycling routes including improvements to street lighting which aims to reduce fear of and actual crime in these areas.</p> <p><u>Option 1 – Remove closures</u></p> <p>Potential positive impacts</p> <ul style="list-style-type: none"> • Women are more likely than men to be travelling with buggies and/or shopping¹⁴, and this can affect transport choices. The proposal to open streets may make it easier and quicker to get around by car or taxi.

¹⁴ [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://www.tfl.gov.uk/roadworks/understanding-our-diverse-communities-2019)

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>Potential negative impacts</p> <ul style="list-style-type: none"> • Women are more likely than men to do a greater share of child caring responsibilities including children to school and may therefore be more exposed to increased road danger and air pollution resulting from increased traffic in the scheme area as a result of reopening the road to through-traffic. • The Tower Hamlets Annual Residents Survey (2019) found that women are more conscious than men of road danger when choosing how to travel. The presence of motor traffic may discourage women than men from cycling, therefore with higher traffic levels on streets in the scheme area may be less able to experience the benefits afforded by cycling. • Women are more likely than men to walk for local journeys and therefore more likely to be exposed to the negative consequences of more traffic on the streets such as increased road danger and air pollution <p><u>Option 2 – Retain the scheme</u></p> <p>Potential positive impacts</p> <ul style="list-style-type: none"> • Women are more likely than men to do a greater share of child caring responsibilities including children to school and may therefore be more likely to benefit from reduced road danger. • The Tower Hamlets Annual Residents Survey (2019) found that women are more conscious than men of road danger when choosing how to travel. The reduction in motor traffic may encourage more women than men to cycle. • Women are more likely than men to walk for local journeys and therefore more likely to reduced traffic o and resulting reduction in road danger and air pollution. <p>Potential negative impacts</p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<ul style="list-style-type: none"> Women are more likely than men to be travelling with buggies and/or shopping¹⁵, and this can affect transport choices. The retention of the scheme would mean issues with getting around by car or taxi would remain. <p><u>Option 3 – alternative proposal</u></p> <p>Potential positive impacts</p> <p>The positive impacts of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p>Potential negative impacts</p> <p>The negative impacts of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p>
Gender reassignment	Option 1/2/3: Neutral	In general, it was not considered that people were particularly directly or indirectly disproportionately impacted by the proposals on the grounds of gender reassignment.

¹⁵ [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://www.tfl.gov.uk/roadworks/understanding-our-diverse-communities-2019)

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Marriage and civil partnership	Option 1/2/3: Neutral	In general, it was not considered that people who are married or in a civil partnership were particularly directly or indirectly disproportionately impacted by the proposals.
Religion or philosophical belief	Option 1/2/3: Neutral	<p>There are a small number of religious buildings in the scheme area. Vehicle access will be improved through options 1 and 3 as a result of the removal of the closures. In contrast, worshippers may be discouraged from walking or cycling when visiting due to increased level of traffic, concern about safety and pollution.</p> <p>In general, it was not considered that people from different religious groups were particularly directly or indirectly disproportionately impacted by either option.</p>
Race	Option 1/2/3: Neutral	<p>Traffic data indicates a combination of increases and decreases in total traffic volumes in the scheme areas resulting from the Liveable Street scheme. Option 1 would increase traffic flows close to pre-scheme levels and Option 3 would re-introduce traffic levels which are a small fraction of pre-scheme levels due to the retention the one-way system on Old Bethnal green Road and time restricted camera filters.</p> <p>Census 2021 data indicates that there is a slightly higher proportion of Asian, Asian British or Asian Welsh: Bangladeshi in the scheme area than the borough average (35.6% compared to 34.6%). There is also a higher proportion of White: British in the scheme area than in the borough as a whole (27.7% compared to 22.9%).</p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>In terms of transport mode used, across all Londoners, there is little difference in the frequency of walking and cycling between white Londoners and black, Asian and minority ethnic Londoners¹⁶ while car use is slightly higher among white Londoners. Although ethnic minority Londoners on average have lower car usage than white Londoners, Asian Londoners exhibit higher car usage than other minority ethnic groups.</p> <p><u>Option 1 – Remove closures</u></p> <p>Potential positive impacts</p> <ul style="list-style-type: none"> The removal of the closures may improve bus journey times and bus journey time reliability on the periphery of the scheme area by reducing traffic congestion on these roads, which could benefit black, Asian and minority ethnic people who are more likely to travel by bus than white Londoners. <p>Potential negative impacts</p> <ul style="list-style-type: none"> JSNA data from 2015 shows that the prevalence of asthma is greatest among some ethnic minority groups, with 12.9% of the borough’s South Asian population aged 70+ diagnosed with asthma compared to 8.3% of the white and 5.2% of the black population respectively. Reopening streets to through-traffic may lead to an increase in traffic volumes and therefore air pollution on roads where traffic volume had reduced as a result of the traffic restrictions. Within the scheme area NO2 levels reduced by 28.01% from the three NO2 monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough which have not had road closures. These are likely to increase where traffic will increase as a result of the removal of closures.

¹⁶ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><u>Option 2 – Retain the scheme</u></p> <p>Potential positive impacts</p> <ul style="list-style-type: none"> The scheme has reduced traffic volumes and air pollution on roads where traffic volume had reduced as a result of the traffic restrictions. JSNA data from 2015 shows that the prevalence of asthma is greatest among some ethnic minority groups, with 12.9% of the borough’s South Asian population aged 70+ diagnosed with asthma compared to 8.3% of the white and 5.2% of the black population respectively. The scheme has increased opportunities to shift travel mode and undertake regular physical exercise particularly through active travel. <p>Potential negative impacts</p> <ul style="list-style-type: none"> The impact of the scheme on bus journey times and bus journey time reliability would remain. This has disproportionately impacted on black, Asian and minority ethnic people who are more likely to travel by bus than white Londoners. <p><u>Option 3 – alternative proposal</u></p> <p>Potential positive impacts</p> <p>The positive impacts of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p>Potential negative impacts</p> <p>The negative impacts of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 ‘Impact analysis and action plan’</i></p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
Sexual orientation	Option 1/2/3: Neutral	In general, it was not considered that people were particularly directly or indirectly disproportionately impacted by the proposals based on sexual orientation.
Pregnancy and maternity		<p>There is no Census 2021 data relating to this protected characteristic. We will investigate other data relating to this cohort. Data from the Office for National Statistics¹⁷ shows that the conception rate across the borough as a whole was 62.8 per 1,000 women, which is below the London rate of 76.2 per 1,000 women. Data are not available at the ward level.</p> <p><u>Option 1 – Remove closures</u></p> <p>Potential positive impacts</p> <ul style="list-style-type: none"> • There may be minor benefits for pregnancy and maternity from the removal of the traffic restrictions, for people using or more reliant upon motor vehicles for journeys. Pregnant women and people on maternity leave may be more likely to use a private motor vehicle or a taxi/private hire vehicle because their mobility may be impaired, they may feel less confident walking, cycling or using public transport, and may have lots of things to carry having had a new baby. Facilitating through-traffic may improve journey times and accessibility for drivers making local journeys.

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<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/conceptionandfertilityrates/datasets/conceptionsstatisticsenglandandwalesreferencetables>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<ul style="list-style-type: none"> A report by TfL on the barriers of using public transport found that women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices. The proposal to open streets may make it easier and quicker to get around by car or taxi. <p>Potential negative impacts</p> <ul style="list-style-type: none"> Reopening streets to through-traffic may lead to an increase in traffic volumes and therefore air pollution on roads where traffic volume had reduced as a result of the traffic restrictions. Within the scheme area NO₂ levels reduced by 28.01% from the three NO₂ monitoring sites in the scheme area. This is higher than average of 19.23% for comparable locations in other parts of the borough which have not had road closures. These are likely to increase where traffic will increase as a result of the removal of closures An increase in local air pollution can be harmful for babies in the womb and may cause premature birth or low weight birth. Pregnant women are in a higher risk category than the average person in terms of poor air quality, with academic studies showing spikes in pollution have been linked to spikes in miscarriage numbers, with high NO₂ levels in particular having potential detrimental effects on unborn children. More traffic on previously quiet streets may deter pregnant women or people on maternity leave from walking in the neighbourhood. They may have concerns road safety or increased exposure of themselves or their baby to noise and air pollution. This may result in a reduction in levels of physical exercise in this cohort. <p><u>Option 2 – Retain the scheme</u></p> <p>Potential positive impacts</p> <ul style="list-style-type: none"> Retaining the scheme would retain the reduction in traffic volumes air pollution on most roads in the scheme area. Local air pollution can be harmful for babies in the womb and may cause premature birth or low weight birth. Pregnant women are in a higher risk category than the average person in terms of poor air quality, with academic studies showing spikes in pollution have been linked to spikes in miscarriage numbers, with high NO₂ levels in particular having potential detrimental effects on unborn children. Quieter streets may encourage pregnant women or people on maternity leave to walk in the neighbourhood due to feeling safer. This may result in a increased levels of physical exercise in this cohort. <p>Potential negative impacts</p> <ul style="list-style-type: none"> Pregnant women and people on maternity leave may be more likely to use a private motor vehicle or a taxi/private hire vehicle because their mobility may be impaired, they may feel less confident walking, cycling or

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>using public transport, and may have lots of things to carry having had a new baby. Retaining closures would also retain the increased journey times and restricted accessibility for drivers making local journeys by car or taxi.</p> <p><u>Option 3 – alternative proposal</u></p> <p>The negative impacts of Option 3 relating to increased traffic and air pollution are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 ‘Impact analysis and action plan’</i></p>
Other		
Socio-economic		<p>Deprivation data is measured through four dimensions: Employment, Education, Health & disability, and Housing. Census 2021 data shows that deprivation, specifically severe deprivation (i.e. in more than one dimension) is slightly higher in the scheme area than in Tower Hamlets as a whole, and in turn much higher than in London. For example, 7.2% of households in the scheme area are deprived in three different dimensions compared to 5.9% Tower Hamlets average and 4.3% in London overall.</p> <p><u>Option 1 – Remove closures</u></p> <p>Potential positive impacts</p> <ul style="list-style-type: none"> • The removal of measures could benefit those on low incomes who may be reliant on cars, such as those undertaking work or caring responsibilities and/or travelling at times of the day when public transport

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>accessibility is poor. This is because they may benefit from reduced vehicle journey lengths and times although journey time savings are likely to be marginal for anything but short car journeys¹⁸.</p> <ul style="list-style-type: none"> • Removing the closures could help people who rely on cars to get around, including people who use a car for work such as taxi or PHV drivers as they will benefit from the potential reduction in journey times within the neighbourhood. The potential reduction in journey time may result in a corresponding reduction in amount of fuel used. The cost of fuel has been increasing recently so less fuel used may result in less money spent on fuel and more income. • Removing the closures could also reduce congestion on the boundary roads thus improving bus journey times and benefiting people on low incomes who may be more reliant on buses. It is however acknowledged that these journey time saving benefits are unlikely to be permanent, as DfT data suggests that motor traffic volumes were rising in Tower Hamlets before the pandemic, if this trend resumes post-pandemic, it is likely to diminish short-term decongestion benefits from removing the scheme¹⁹. <p>Potential negative impacts</p> <ul style="list-style-type: none"> • Whilst the number of vehicles registered in the borough has increased slightly in recent years, Tower Hamlets still has one of the lowest levels of car ownership in London. Many households on low incomes are not able to afford a car. It is recognised that those on low incomes in London are less likely to drive, and more likely to walk, cycle or use bus services. Affordability of car ownership may mean that there is no impact in the levels of walking as a result of the removal of the scheme, though safety and cycling prevalence may decline.

¹⁸ <https://democracy.islington.gov.uk/documents/s26001/Appendix%20-%20Steer%20Journey%20time%20analysis%20for%20PFS.pdf>

¹⁹ <https://roadtraffic.dft.gov.uk/local-authorities/93>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p><u>Option 2 – Retain the scheme</u></p> <p>Potential positive impacts</p> <ul style="list-style-type: none"> • Many households on low incomes are not able to afford a car. Those on low incomes in London are less likely to drive, and more likely to walk, cycle or use bus services. Retaining the scheme would benefit those on low income who are less likely to drive, and more likely to walk or cycle. <p>Potential negative impacts</p> <ul style="list-style-type: none"> • The adverse impacts of the scheme on those who rely on cars to get around would remain. This includes people who use a car for work such as taxi or PHV drivers as they have experienced increased journey times within the neighbourhood. This increase in journey time may have resulted in increased fuel costs. • Retaining the scheme would mean congestion on the boundary roads would remain. This has impacted on bus journey times which are more likely to be used by people on low incomes who may be more reliant on buses. <p>Potential negative impacts</p> <p><u>Option 3 – alternative proposal</u></p> <p>Potential positive impacts</p> <p>The positive impacts of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p>Potential negative impacts</p> <p>The negative impacts of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 ‘Impact analysis and action plan’</i></p>
Parents/Carers		

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>Census 2021 data indicates that the proportion of residents who have some caring responsibility is 12% in the scheme area. This is one percentage point higher than the borough average, and also slightly lower than the London average.</p> <p><u>Option 1 – Remove closures</u></p> <p>Potential positive impacts</p> <ul style="list-style-type: none"> • The removal of the measures and reintroduction of through traffic could benefit those who drive their children to a school in the area by reducing the driving distance to school and potentially reducing journey times, although as traffic returns to previously quiet streets, time savings may be marginal. • As part of the first stage consultation, respondents reported increased journey times for parents and those providing care. The proposal may make it easier parents/carers who juggle school drop off and pick up and also rely on their car to get to work / who use their car for employment. These measures may improve parents / carers ability to access the workplace and/or consider employment options they previously felt unavailable to them due to their parent/carer responsibilities. • The proposal could also benefit professional carers who use a car to visit clients by reducing the amount of time it takes to get from client to client. The schemes have increased both journey mileage and amount of time in traffic and may see a reduction in the amount of fuel used and a reduction in the overall cost of fuelling their vehicle. Unpaid carers may also experience the same benefits as professional carers. <p>Potential negative impacts</p> <ul style="list-style-type: none"> • The reintroduction of through-traffic on previously quiet streets may make it more difficult to walk or cycle in the area with children or to walk with children in pushchairs, which may deter them walking and cycling and thus benefiting from physical exercise. • The removal of the modal filters may reduce the opportunity for parents / carers to escort or enable their children to safely walk, scoot or cycle to school. The removal of the traffic measures and reintroduction of through-traffic could also negatively impact parents and carers walking or cycling along streets where mean vehicle volumes were shown to have decreased. This may particularly be the case where traffic count data shows that vehicle volumes have decreased on roads adjacent to school sites since the introduction of the traffic measures. <p><u>Option 2 – Retain the scheme</u></p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
		<p>Potential positive impacts</p> <ul style="list-style-type: none"> • The scheme has made it easier to walk and cycle in the area with children or to walk with children in pushchairs. This may encourage walking and cycling and thus benefiting from physical exercise. • The scheme has increased the opportunity for parents / carers to escort or enable their children to safely walk, scoot or cycle to school. <p>Potential negative impacts</p> <ul style="list-style-type: none"> • The scheme has impacted those who drive their children to a school in the area and increased driving distance and journey times to school. Although as traffic returns to previously quiet streets, time savings may be marginal. • As part of the first stage consultation, respondents reported increased journey times for parents and those providing care. The proposal may make it easier parents/carers who juggle school drop off and pick up and rely on their car to get to work / who use their car for employment. • The scheme has an adverse impact on professional carers who use a car to visit clients by reducing the amount of time it takes to get from client to client. The scheme has increased both journey mileage and amount of time in traffic. <p><u>Option 3 – alternative proposal</u></p> <p>Potential positive impacts</p> <p>The positive impacts of Option 3 mirror those for Option 1 above as there will be increase access for private vehicles and taxis.</p> <p>Potential negative impacts</p> <p>The negative impacts of Option 3 are like those for Option 1 but are reduced due to a much lower increase in traffic. This is achieved through the retention of the one-way operation of Old Bethnal Green Road and new timed camera filters.</p> <p><i>Actions to mitigate against any disproportionate impacts on this cohort is detailed in Section 5 ‘Impact analysis and action plan’</i></p>

Groups	Impact (positive / negative / neutral)	Considering the above information and evidence, describe the impact this proposal will have on the following groups?
People with different Gender Identities e.g. Gender fluid, Non-Binary etc	Option 1/2/3: Neutral	In general, it was not considered that people were particularly directly or indirectly disproportionately impacted by the proposals based on gender identity.
Any other groups	<input type="checkbox"/>	

Section 5: Impact analysis and action plan

Options 1 and 3 mitigations:

A key negative impact from Options 1 and 3 are increased traffic and the resulting increase in air pollution and risk to road safety. The measures proposed in the table below would seek to mitigate this negative impact.

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Update on progress
Data collection to measure the impact of proposals	<i>Data collection</i>	Six-month monitoring	Simon Baxter	TBC
<p>The proposals include plans to create a network of accessible walking routes across Bethnal Green. Creating this network would make it easier for residents to access important services including doctors' surgeries, shops and public transport.</p> <p>There are currently many examples across the area where it is difficult to cross, particularly for wheelchair users. Level or flush access between the pavement and road is essential for most wheelchair users. We would improve crossing points either through dropped kerbs or raised crossings to avoid the need for wheelchair users to make lengthy detours to cross the road.</p> <p>This proposal mitigates against potential impact on road safety identified in section 4 particularly for older and younger people. The proposals would also make it significantly easier for disabled residents to access important services including doctors' surgeries, shops and public transport.</p>	Proposed area wide pedestrian improvements	These works would be undertaken alongside works to remove closures if approved.	Simon Baxter	TBC
<p>Explore traffic calming measures mitigate impact of through traffic.</p> <p>The Tower Hamlets Electric Vehicle Delivery Plan argues that accelerating the switch to electric vehicles will require</p>	Introduction of speed calming measures	These works would be undertaken alongside works to remove closures if approved.	Simon Baxter	TBC

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Update on progress
<p>potential users to feel confident that there is an adequate number of charging points to meet their needs.</p> <p>This proposal mitigates against potential impact on road safety identified in section 4 particularly for older and younger people.</p>				
<p>Increase electric vehicle charging points in the area in order facilitate adoption of electric vehicles.</p> <p>This will mitigate the air quality related negative identified in section 4 by contributing to lowering emissions from local owned vehicles.</p>	<p>Increase in fast (7kw-22kw) and slow (5kw) charging points in the area</p>	<p>New charging points would be delivered within 6 months of decision</p>	<p>Simon Baxter</p>	<p>TBC</p>
<p>Expand car club provision in the area</p> <p>Car clubs replace privately owned cars with a much smaller number of more efficiently used vehicles, freeing up considerable amounts of street space for other uses.</p> <p>The latest COMO UK annual report estimates that each car club vehicle in the UK is replacing 2010 private cars.</p> <p>Average UK car club vehicles have average NOx emissions of 0.03 g/km and 0.38 g/km for cars and vans respectively. This is 89% and 67% lower, respectively, than the UK averages (0.32g/km and 1.16 g/km). PM2.5 emissions are also significantly lower than the UK averages for cars and vans, with car club vehicles having 72% and 90% lower emissions per km, respectively.</p>	<p>provision of more car club bays and vehicles in the scheme area.</p>	<p>New car club bays would be delivered within 6 months of decision</p>	<p>Simon Baxter</p>	<p>TBC</p>

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Update on progress
Increased car club provision will contribute to mitigating the negative impacts of increased traffic identified in section 4.				

Option 2 mitigation

A key negative impact from Option 2 is access for residents who rely on vehicle use and emergency vehicles. The measures proposed in the table below would seek to mitigate this negative impact.

Recommendation	Key activity	Progress milestones including target dates for either completion or progress	Officer responsible	Update on progress
Replacement of physical closures with cameras closures that allow for exemptions for residents and emergency vehicles	Install new cameras and remove physical closures	Order cameras and draft new traffic management order as soon as a decision is made	Simon Baxter	TBC

Section 6: Monitoring

What monitoring processes have been put in place to check the delivery of the above action plan and impact on equality groups?

Monthly monitoring of the usage of the parking bays with the one hour free parking facility.
Monthly data from the Tower Hamlets Nitrogen Dioxide Diffusion Tube Results.

Appendix A

EIA decision rating

Decision	Action	Risk
<p>As a result of performing the EIA, it is evident that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a Protected Characteristic under the Equality Act and appropriate mitigations cannot be put in place to mitigate against negative impact. It is recommended that this proposal be suspended until further work is undertaken.</p>	<p>Suspend – Further Work Required</p>	<p>Red</p> 
<p>As a result of performing the EIA, it is evident that there is a risk that a disproportionately negative impact (direct, indirect, unintentional or otherwise) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, there is a genuine determining reason that could legitimise or justify the use of this policy.</p>	<p>Further (specialist) advice should be taken</p>	<p>Red Amber</p> 
<p>As a result of performing the EIA, it is evident that there is a risk that a disproportionately negatively impact (as described above) exists to one or more of the nine groups of people who share a protected characteristic under the Equality Act 2010. However, this risk may be removed or reduced by implementing the actions detailed within the <i>Impact analysis and action plan</i> section of this document.</p>	<p>Proceed pending agreement of mitigating action</p>	<p>Amber</p> 